

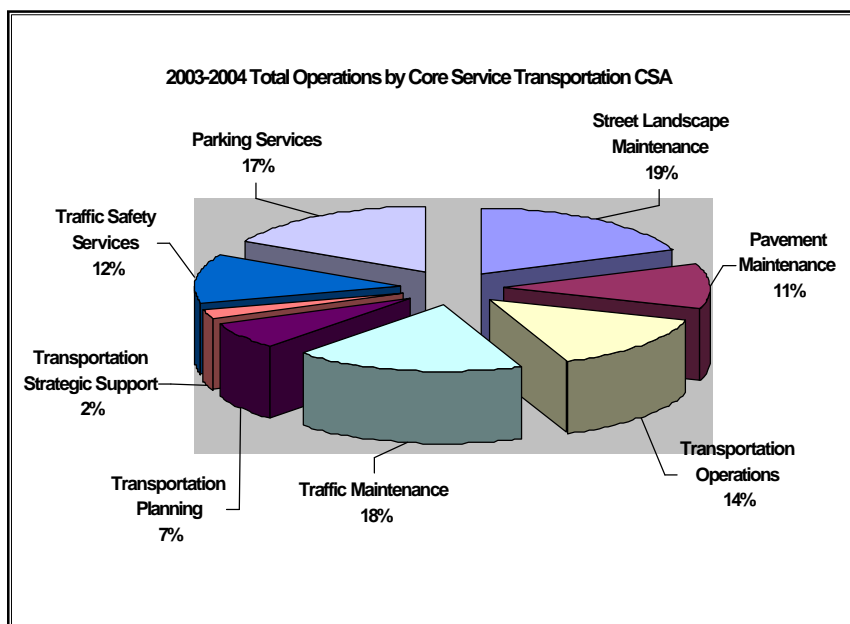
# City of San José

## 2004 Transportation Report

### 2004 Transportation CSA Budget

The current economic downturn has significantly impacted the resources available to the City of San José and the Transportation CSA. In spite of this challenge the CSA continued to be committed to investing resources in the smartest way to ensure that the transportation system enhanced the economic competitiveness of the City and provided residents with safe, attractive streets and pedestrian corridors in their neighborhoods. With that in mind, the CSA carefully considered the City's transportation-related needs and

developed a package that reduced the necessary resources in a manner designed to minimize the impact to asset condition and customer service. Emphasis remained on ensuring the safety of citizens through traffic enforcement, traffic calming activities, and timely maintenance of traffic control devices such as signals. Preventative maintenance dollars were leveraged to avoid more costly repairs in the future, and efforts were made to ensure that the appearance of City streetscapes remained at acceptable levels.



### How Did We Do?

- San José remains one of the safest large cities in the nation.
- Traffic impacts in neighborhoods continue to be mitigated. Approximately 2,000 traffic-related Traffic Calming service requests are completed annually. These efforts have resulted in 75 percent of residents rating traffic impacts in their neighborhoods as "acceptable," a significant increase from the 63 percent reported in 2000.
- Recent proactive signal timing efforts are expected to improve commutes on key corridors by reducing travel times by 10 percent.
- Infrastructure asset inventory has grown by almost 12 percent in the last five years. Resources to maintain these assets have not kept pace with their growth.
- Over 30 percent of Traffic Capital Improvement Program (CIP) resources are currently used to meet basic maintenance and operation service levels.
- Transportation CSA's Capital Improvement Program funding is at a five-year low, down to \$190 million in the 2005-09 CIP from \$308 million in the 2002-06 CIP. This limits our ability to make significant improvements to the City's transportation system.

# Transportation Key Priorities

The success of San José as the Capitol of Silicon Valley will be due, in no small part, to our continued emphasis upon improving our transportation infrastructure. With the support of the residents of San José and Santa Clara County, the City, in cooperation with other regional agencies, has been able to deliver significant improvements.

The City of San José has expanded its commitment to ensuring that our citizens continue to enjoy the benefits of the safest and most efficient transportation system and services available. Building upon the successes of our Transportation City Service Area (CSA) partnership, we now seek to broaden our ability to deliver City services as part of our “One Voice” service delivery team. In transportation, the One Voice approach not only serves to improve internal communications and service delivery between departments, but also improves our ability to communicate with other agencies and jurisdictions as well.

This annual report outlines San José’s commitment to reaching our key transportation goals:

- Safe Streets
- Good Traffic Flows
- Reviving The Economy
- Providing Essential Maintenance Services

The City of San José is a massive network of streets, sidewalks, landscaping, traffic devices, streetlights, sewers and storms drains. DOT is committed to long-term preservation of our existing network, and remains committed to its continued improvement. By maintaining our existing infrastructure and investing in future transportation improvements San José will remain the “Capitol” of Silicon Valley.

## Capital Improvement Program

The City’s entire five year Capital Improvement Program (CIP) totals approximately \$3.5 billion and includes over 800 projects and programs. About \$200 million of this is dedicated to transportation related projects, exclusive of those in the City’s Strong Neighborhood Initiative (SNI) areas. This amount provides funding for over 190 projects and programs that fall within the Transportation City Service Area (CSA). These projects include traffic calming, roads & bridges, Intelligent Transportation Systems (ITS), street resurfacing, median island landscaping, parking capacity improvements, signals and streetlights, and pedestrian and bicycle facility projects. The implementation and delivery of these projects and programs is critical to achieving the Transportation CSA goal of providing a safe and efficient transportation system.

Completed CIP Projects 2003-2004
2002-03 Street Resurfacing Project
SNI Areas Intelligent Transportation Systems (ITS): Airport Area
King Road Widening Phase I
Moreland Way at San Tomas Aquino Road
North Buena Vista Neighborhood Traffic Calming
Oakland Road at Wayne Avenue/Union Pacific Rail Road (UPRR)
Payne Avenue and Eden Avenue
Pedestrian Crosswalk at West San Carlos Street and Menker Avenue
Story Road M.I.L. Improvements (Senter – US 101)
Traffic Calming: Coe/Delmas/Hull Median Island
Traffic Claming: Shasta/Hanchett Circles
Traffic Signal at Flint Drive and Tully Road
Traffic Signal at Fourth Street and Mission Street
Traffic Signal at Mt. McKinley Drive and White Road
Underground Street Lights on Oak and Edwards Street

## *San José’s Economic Vision*

A Global Gateway

A Creative Community

An Entrepreneurial Environment

A Place of Opportunity

## *Transportation CSA Outcomes*

Viable Transportation Choices

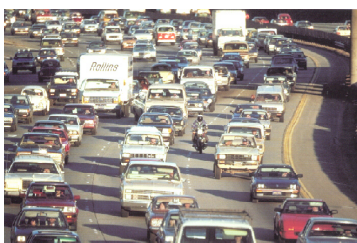
Safe, Efficent, and Neighborhood-Friendly Transportation Options

Preserve and Improve Transportation Assets to Enhance Community

# 2004 Transportation Accomplishments

## Transportation Planning & Project Delivery

- Completed 62 CIP projects valued at \$29 million, which included new signals, improved roadway, and pedestrian and bicycle facilities.
- Obtained more than \$1.5 million in grant funds.
- Completed the: Route 101 South Widening project; the conversion of Route 87 to a six lane freeway between Julian Street and Route 101; the I-880 Widening project between Route 101 at North First Street and Montague Expressway; the Route 85/Route 87 Interchange project in San José; study of the Route 101 North and Route 101 Central Corridors in San José.
- Construction began on the I-880/Coleman Avenue Interchange and the Route 101/Bailey Avenue Interchange.
- Completed construction of the Tasman East and Capitol Corridor Light Rail projects; continued construction of the Vasona Light Rail Project; completed Conceptual Engineering for the Downtown/East Valley Light Rail Project; and, continued to move the BART to Silicon Valley Project.
- Awarded contracts to update the City's Bicycle Plan and Bicycle Map; developed an adult Bicycle Skills course



to complete the City's in-school program; hosted six Energizer Stations in San José on Bike to Work Day; received a Transportation Fund for Clean Air (TFCA) grant to install Bike Lanes on selected streets in the greater downtown area; and, implemented over \$500,000 in projects funded by the Transportation Development Act (TDA).

- Facilitated selection of City priority transportation investments as part of the updated regional transportation master plan Valley Transportation Plan (VTP) 2030.

## Transportation & Parking Operations

- Awarded contract and began construction on the Third Street Seismic Retrofit Project.
- Awarded contract and began installation on the new parking Revenue Control Equipment for Downtown parking garages.
- Installed new automated parking pay machines at the Woz/Route 87 parking lot.
- Involved in the design/development of the new City Hall and CIM parking garages.
- Installed 127 new metered-parking spaces in the downtown core.
- Adopted a new taxicab policy.
- Introduced a free parking program for alternative fuel vehicles.



- Residential Permit Parking zones were created in the neighborhoods to the north of Santana Row and in Delmas Park, which addressed the number one priority in the Delmas Park SNI plan.
- Construction was completed on twelve traffic calming projects in the following neighborhoods: Eden, Delmas/Hull, Shasta/Hanchett, Loma Linda, Buena Vista, Willow Glen Way, Newhall, Westmont HS, Lynhaven, Spartan/Keyes SNI, and Five Wounds SNI.
- Built eleven projects with City crews saving \$500,000.
- Made significant progress on the design of traffic calming plans for seven additional neighborhoods.
- Installed 31 school radar speed display signs near schools with posted speed limits of 30 mph or greater.

## Transportation Infrastructure Maintenance

- Resealed 36 miles of residential streets.
- Resurfaced 11 miles of local streets
- Replanted 1600 street trees.
- Swept 78,000 miles of residential streets.
- Painted approximately 2.2 million feet of roadway markings, striping and curbs.
- Replaced approximately 7,300 traffic control signs.



# Regional Accomplishments

## Highways

Several important regional highway improvements were completed during FY 2003-2004. Several transportation infrastructure projects were completed in a regional effort that included partnerships between the Santa Clara Valley Transportation Authority (VTA), the California Department of Transportation (Caltrans) and the City of San José. Additionally, advancements were made on a number of other projects.

### Route 87 Project, I-880/Coleman Avenue Interchange, and the Highway Program

Last year was a banner year for highway projects in the City of San José, highlighted by the opening of Route 87 from Downtown San José to US 101. Included in the Route 87 Project was the opening of the Skyport Drive Interchange, providing direct service to Mineta San José International Airport. The last major work items, include constructing northbound onramps at both the Taylor Street and Skyport Interchanges, local street improvements in the vicinity of the Civic Center and improvements along US 101, which are scheduled to be completed in early 2005.



With major highway work associated with the 1996 Measure A/B Program nearing completion, VTA and City staff focused on securing funding for the next generation of highway improvement projects. These

projects included the reconstruction of the I-880/Coleman Avenue Interchange and construction of the Route 87 HOV Lane Project. Through a cooperative effort between local, state and federal agencies, funding for these projects was secured through Grant Anticipation Revenue Vehicle (GARVEE) bonds.

Construction of the I-880/Coleman Avenue Interchange Project began in March 2004 and is expected to be completed in mid-2006. In addition to relieving traffic congestion in the area, this \$81 million project is also directly linked to the City's ability to construct the improvements associated with the expansion of the Mineta San José International Airport. The Route 87 HOV Lane Project will begin construction in fall 2004 and will complete the HOV lane system along

Route 87 from US 101 to Route 85. The project will also construct repairs associated with the settlement of the freeway and address merging issues at Route 87 and Alma Avenue.

## Transit

### Light Rail Transit Expansion

Light Rail expansion in the City of San José hit a major milestone on June 23, 2004 with the opening of the

\$435 million, 8.2 mile Tasman East/Capitol Light Rail Transit Project. The Tasman East/



Capitol Project is an extension of the Guadalupe Light Rail Corridor and provides service from the job centers in North San José, through Milpitas, and into East San José. Eleven new stations were constructed as part of the project. Community involvement in the artwork program, landscaped medians and roadway improvements have had a significantly positive impact along the corridor. Planning efforts are well underway to extend light rail service to the Eastridge area. The Vasona Light Rail Transit Project, which will provide light rail service from Downtown San José, through Willow Glen and into Downtown Campbell is scheduled to be completed in mid-2005.



## BART

The Department of Transportation continued to work on the BART to San José project. DOT has located a Senior Engineer and support staff full-time on site at the Santa Clara Valley

Transportation Authority (VTA) to work directly with the BART Team throughout the Preliminary Engineering (PE) process. Having City

of San José staff directly involved in project development allows for better communication of City and Community interests regarding the project and ensures that the finished project will be developed with significant local input and perspective. DOT continues to work with VTA, BART, and neighboring cities to complete the Environmental Impact Statement/Environmental Impact Report (EIS/EIR), which is due to be completed in early 2005. Preliminary Engineering on the project will continue through early

2006 with the target of construction beginning as early as 2008.

### Valley Transportation Plan 2030

In March 1999, the Santa Clara Valley Transportation Authority (VTA) began development of the Valley Transportation Plan 2020 (VTP 2020). The goal of this effort was

to help identify the county's highest transportation priorities and establish a countywide strategic plan for future transportation improvements. This countywide plan was then incorporated into the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (RTP) 2020. Both the VTP 2020 and the RTP 2020 plans are updated every three years, which offers the opportunity to modify the project lists and local priorities to be funded over the funding horizon of the program.

During 2003, VTA began the update process of VTP 2020. The updated version of the plan is referred to as Valley Transportation Plan 2030 (VTP 2030). On December 16, 2003, the City Council adopted San José's priorities for submittal to VTA for inclusion in VTP 2030. The City's adopted priorities included specific recommendations for transportation project categories including: Local Streets and Roads, Highways, Transit, Bicycle and Pedestrian Facilities, and Intelligent Transportation Systems. VTA's Board of Directors approved VTP 2030 project priorities, which were then submitted to MTC and incorporated into the T2030 Regional plan.

The final project recommendations that were submitted for the VTP 2030 plan are consistent with prior City Council action and meet the City's long-term transportation strategic goals. It is noted that no regional funds are likely to be made available for project programming within the next five years. As a result, it is possible that the program will be revised prior to any allocation of regional funds.



BART Project Milestones	
VTA Initiated Environmental Process & Conceptual Design	January 2002
VTA/BART Board Approved Project Description for EIS/EIR	June 2002
FTA Approved Entry into Preliminary Engineering	September 2002
VTA Received First Federal Appropriations	February 2003
VTA Board Allocated funds from 2000 Measure A to Conduct Preliminary Engineering	August 2003
VTA submitted New Starts Report Update to FTA	August 2003
Release of Draft EIS/EIR scheduled for Public Review	March 2004
VTA Board Certification of EIR	December 2004

# Congestion Monitoring

Commuters celebrated this year the completion of several major transportation improvement projects. The ones that garner the most attention are the US-101 freeway widening which added a carpool lane and a mixed-flow lane in both directions between Metcalf Road in San Jose and Cochrane Road in Morgan Hill, and the I-880 freeway widening that constructed one new lane in each direction between Montague Expressway and US-101, and adds an auxiliary lane on southbound I-880 between US-101 and N. First Street. Other projects completed in the past year include the southbound I-680 carpool lane from SR-84 to SR-237, and modifications at the SR-85 and SR-87 interchange, and the SR-237 and I-880 interchange. These improvements have a profound influence on traffic patterns and commute times in this region by providing significant congestion relief. The afore-mentioned improvements had been open to the public when this year's travel time data were collected in the fall, with the I-880 widening as the only exception. In some corridors, benefits resulting from the improvements are evident and immediately enjoyed by commuters. In others, benefits are less distinctive as diverted traffic and the improving job market gradually fills up the added capacity.

In addition to the travel time data collected for commute scenarios likely to be experienced by residents as in the past Reports, two new measures - Travel Rate Index and Delay Rate - are introduced in this year's Annual Transportation Report to provide more comprehensible information for residents to gauge performance and reliability of the transportation system. Travel Rate Indices and Delay Rates, as defined

in the table below, are calculated from data collected for peak commute travel times, off-peak commute travel times, and travel distances. Travel Rate Index (TRI) is the amount of additional time that is needed to make a trip because of congestion during the commute peak periods. For example, a TRI of 1.25 means a trip that normally takes 20

shown in a table on this page. In an interesting development, the route from Evergreen to Downtown in the AM peak period, ranked highest by Delay Rate in 2001 and 2002, does not make the top 5 list this year. By aggregating Travel Rate Indices (TRI) of all routes surveyed, we are able to report composite measures of performance for local travel and regional travel for the entire City and

surrounding communities. Presented in the chart below is the trend of composite TRI's for local travel and regional travel since 2001. Local travel depict trips with both origins and destinations

Local Routes with Highest Delay Rates (AM and PM)				
Origin	Destination	Direction	Period	Delay Rate (mins. per mile)
Evergreen/East	North San José	NB	AM	2.06
Monterey/Capitol	Downtown	NB	AM	1.69
Evergreen/East	Mountain View	WB	AM	1.61
South Valley	Mountain View	NB	AM	1.46
Monterey/Capitol	North San José	NB	AM	1.44
North San José	Monterey/Capitol	SB	PM	2.30
North San José	Evergreen/East	SB	PM	1.76
Mountain View	Evergreen/East	EB	PM	1.71
Mountain View	Monterey/Capitol	SB	PM	1.71
Downtown	Monterey/Capitol	SB	PM	1.61

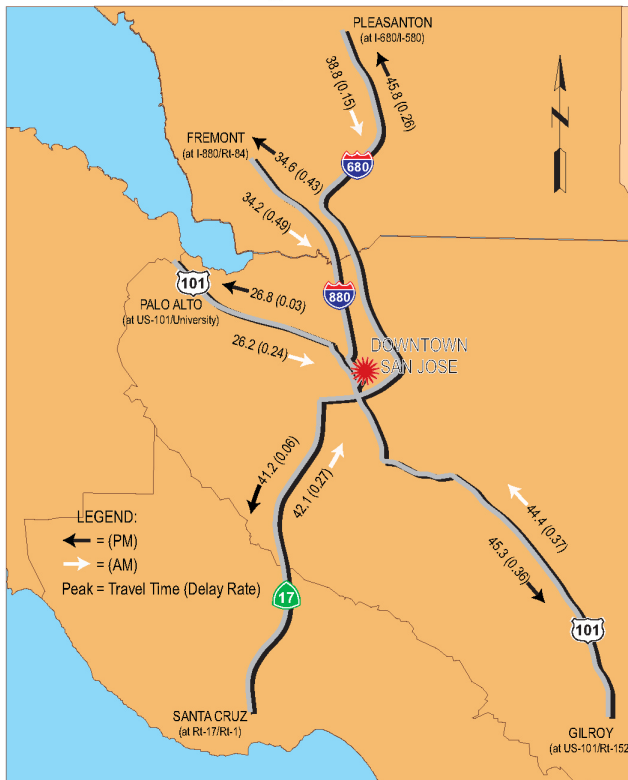
minutes to complete in off-peak time will take 25 minutes to complete in congested conditions, or a trip made in congestion would take 25% more time to complete than a trip made during an uncongested period. Delay Rate (DR) is time lost in congestion and is expressed in minutes per mile (Minutes/Mile). For example, a Delay Rate of 1.25 Minutes/Mile means loss of 1.25 minutes by each motorist for every mile traveled in congestion. For both TRI and DR, higher values indicate more severe congestion situations.

There are 20 local routes and 5 regional routes being studied that cover most of the heavily traveled commute corridors. The 2003 Travel Time Map depicts travel times and Delay Rates for regional routes into or out of Downtown San Jose during morning and afternoon peak periods. In 2003, five local routes with the highest Delay Rates for morning or afternoon commute periods are

within the County. Regional travel trips originate from outside the County with destinations in Downtown San José. In 2003, the Local TRI is computed as 1.57, that is 0.20 higher than 2002, and surpasses the 1.48 recorded in 2001. The worst congestion in 2003 can be largely attributed to improved employment markets. On the other hand, the 2003 Regional TRI is computed as 1.21, that remains at about the same as 2002 and remains much lower than 1.51 recorded in 2001. The trend of Regional TRI is evident that newly completed highway projects have subdued the increases in regional congestion resulting from the improving economy. Travel Rate Indices and Delay Rates presented here do not include non-recurrent congestion caused by inclement weather or traffic incidents. Also included is a table that provides travel time and fare information on transit services in selected corridors.

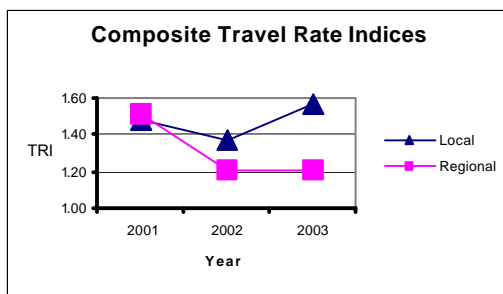
# Level of Service

2004 Travel Time Study  
Regional Routes



Note: AM=Arrive Downtown at 8:00 AM  
PM=Depart Downtown at 5:00 PM

This year intersection Level of Service is measured using average control delay for the first time. Average control delay captures all the delay time experienced by motorists that is attributable to traffic signal operations. Average control delay includes the delay time



spent slowing down, moving up, and fully stopped when approaching a signal, and the delay time spent speeding up after clearing the signal. In previous years, only the time spent fully stopped was used as a performance measure (stopped delay).

There are approximately 850 signalized intersections within the City of San José. These intersections are monitored to determine their

Level of Service (LOS).

Intersections are ranked from A to F, with A being the best and F being the worst. For example, if an intersection receives a LOS of A, the average driver would

experience 10 seconds or less of average control delay.

In the City of San José, 4 of the approximately 800 signalized intersections received a LOS ranking of F. All 4 experienced 80 seconds

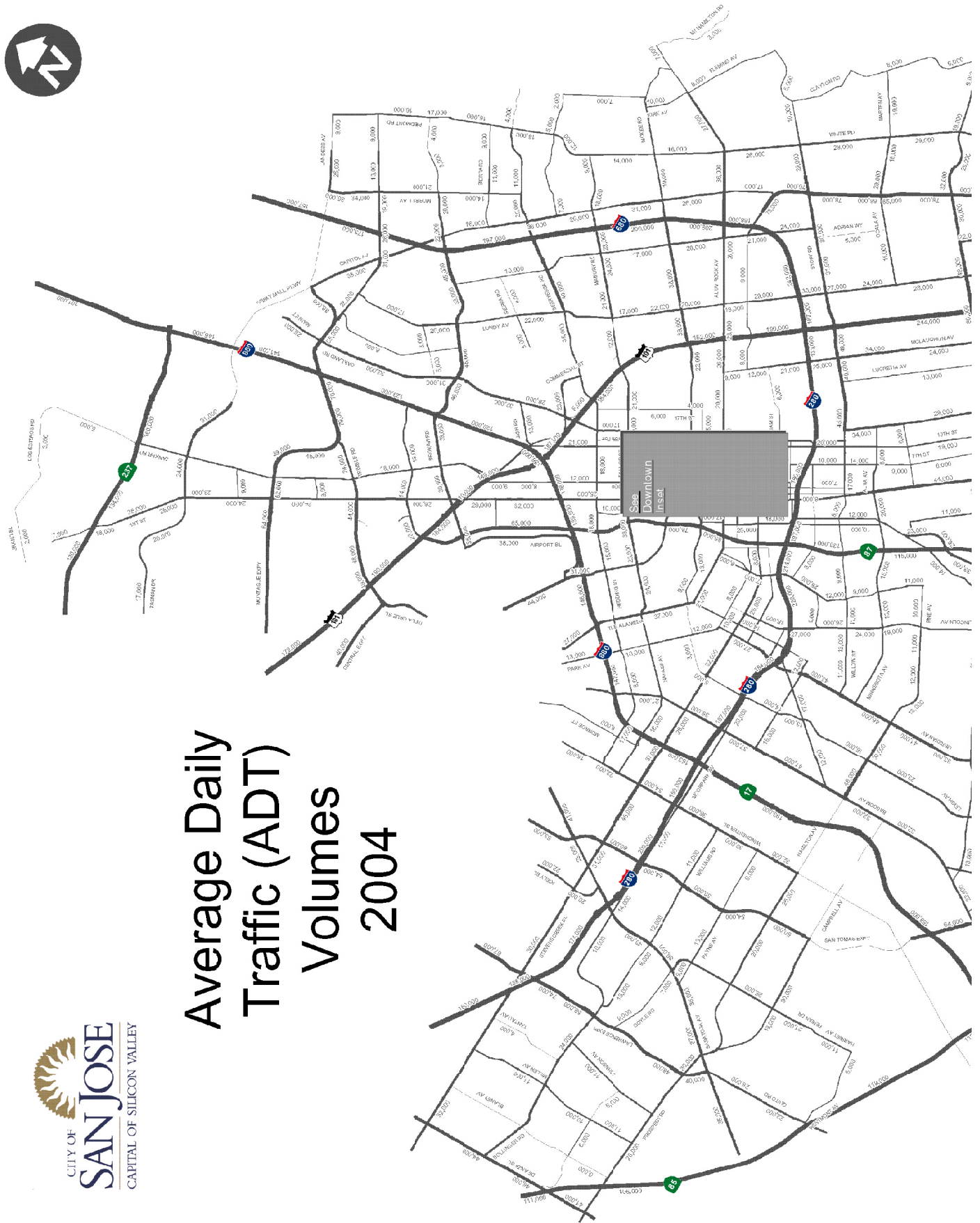
Intersection Level of Service Definitions		
LOS	Intersections	Delay (sec.)
A	No Congestion. All vehicles clear in a single signal length	<10
B	Very light congestion. All vehicles clear in a single signal cycle.	10-20
C	Light congestion, occasional backups on some approaches or turn pockets	20-35
D	Significant congestion on some approaches, but intersection is functional. Vehicles required to wait through more than one cycle during short peaks.	35-55
E	Severe congestion with some long back ups. Blockage of intersection may occur. Vehicles are required to wait through more than one cycle.	55-80
F	Total breakdown. Stop and go conditions	>80

or more of average control delay during the PM peak period (4:00 p.m. – 6:00 p.m.). There was no LOS F intersection during the morning peak period (7:00 a.m. – 9:00 a.m.). 3 of the 4 LOS F intersections were ranked F last year, FIRST/ MONTAGUE being the only new intersection on the list. Four more intersections, also included in the list, with LOS E during the PM peak period, would have received LOS F ranking this year if measured with stopped delay parameters.

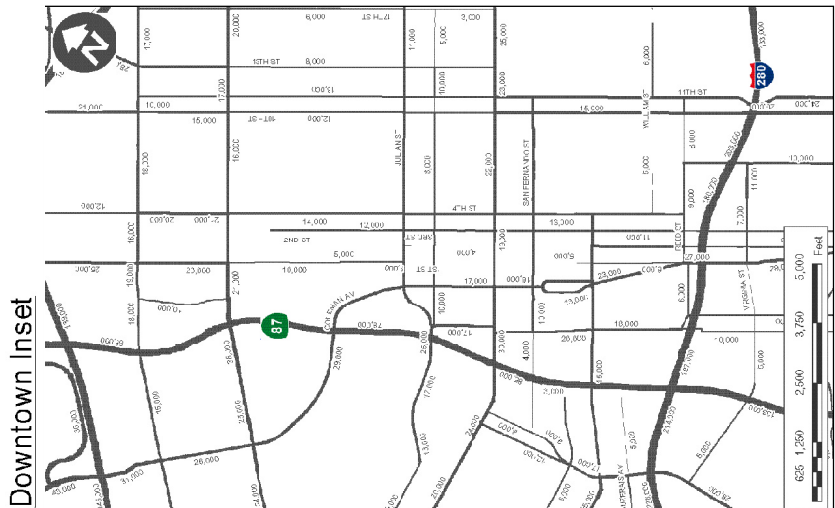
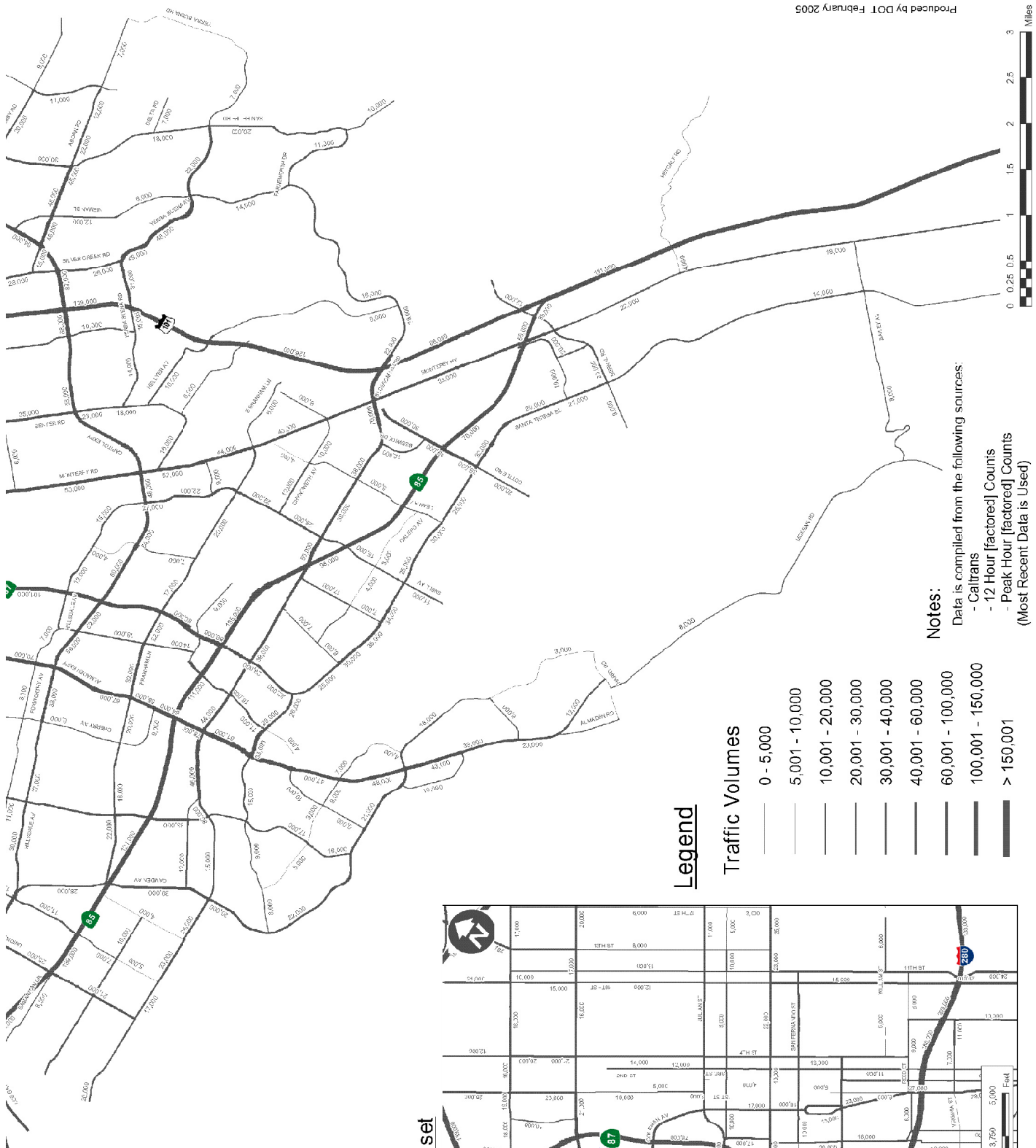
Level of Service F Intersections
Capitol / Story
First Street / Montague
Montague / O'Toole
Montague / Trade Zone
Almaden / Blossom Hill *
Capitol Expressway / Capitol *
Capitol / Senter *
San Tomas / Stevens Creek *

\* LOS E by control delay parameters, ranked LOS F only by stopped delay parameter. These ratings do not reflect the effect of ramp meters.

# Average Daily Traffic (ADT) Volumes 2004







# Safe Streets

Safety continues to be a high priority for the Department of Transportation, its CSA partners and the City. A variety of programs within the Department are directly involved in working to improve the safety of bicyclist and pedestrians within the City. In FY 2003-04, the City recorded nine pedestrian fatalities. This was a 45 percent drop from the 20 during the previous period. Additionally, other crash statistics showed a downward trend in 2003-04. These results have been impacted by the CSA's commitment to Educate, Enforce and to Engineer safety measures.

## Street Smarts

*Street Smarts*, a public education program targeted toward changing driver, pedestrian and bicyclist behavior, was launched in November 2002 to address growing safety issues on city streets. The program complements engineering and enforcement as another tool to calm traffic.

City of San José Reported Crashes – Breakdown				
Year	Injury Crashes	Rate	Fatal Crashes	Rate
1997	4,224	4.8	34	.04
1998	3,981	4.3	29	.03
1999	4,057	4.4	37	.04
2000	4,202	4.5	37	.04
2001	4,061	4.4	34	.04
2002	3,789	4.1	37	.04
2003	3,700	4.0	22	.02
2004	3,254	3.5	29	.03

*Note: Injury Crash totals include crashes involving a fatality. Crash rate is crashes per thousand people.*

In Fall 2003, *Street Smarts* coordinated a Back-to-School Traffic Safety Campaign with the San José Police Department, Department of Parks, Recreation and Neighborhood Services (PRNS), San José school districts and the California Highway Patrol, to improve behaviors in



school zones. Over 120,000 School Safety Flyers were distributed in three languages to all San José students to encourage safe walking, biking and driving (for parents) behaviors as they return to school. In partnership with California AAA, 5,000 pedestrian safety posters for classrooms and 182 school safety banners were developed and distributed to all elementary and middle schools, eight Pedestrian and Bike Rodeos were held at schools citywide to teach safe practices, and parent education seminars to encourage safety in school zones are ongoing.

To date, over 180 elementary and middle schools are participating in Street Smarts and 11 neighborhoods have adopted the program. Each neighborhood that adopts the

## Street Smarts

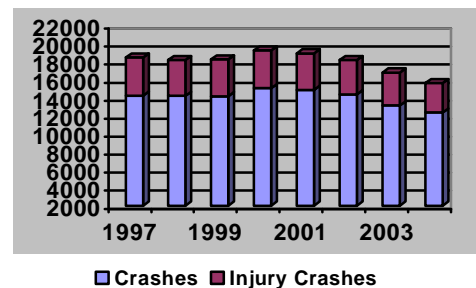
program receives approximately three hours of driver, pedestrian and bicycle behavior education.

In a recent citywide telephone survey of 1,000 respondents, taken at the end of year one, 35 percent of respondents recall seeing or hearing about *Street Smarts* and, of those, 58 percent believe the program will be effective, or very effective, in changing behavior.

## School Safety

In 2003-04, 31 radar speed display signs were installed at school locations throughout San José. The signs were funded through a Safe Route to School grant that the City received in spring 2002. The majority of the signs are placed near school locations where the posted speed limit is greater than 25 miles per hour. Locations were selected based upon a consideration of daily vehicular volume, posted speed limit, age of children attending the

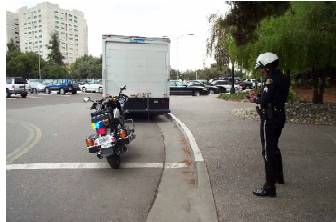
**Total Crashes Including Injury Crashes**



*Note: Injury totals include crashes involving a fatality.*

school(s), traffic controls in the area, ratio of children walking vs. being driven, and whether multiple schools would benefit with the placement of these signs. The signs are utilized during the school drop off and pick up periods, when the

legal speed limit adjacent to the schools drops to 25mph. In a pilot study that the City conducted in October of 2001, this type of sign was shown to have a significant benefit in lowering the speed of vehicles during school period. Average speeds during the school periods dropped 17 percent (about 6 mph).



The signs are capable of operating in three different modes. All signs are activated during the days and times that children are expected to be coming or going to and from school. Some signs display only the lowered legal speed limit of 25mph. Other signs display only the speed of passing vehicles that exceed this lowered 25mph speed limit. Another group of signs switch between these two modes – displaying the lowered speed limit of 25mph during school periods, and then switching to display the speed of vehicles exceeding 25mph.

## School Safety and Education

The prime responsibility of the San José Police Department's School Safety and Education Unit is to reduce and prevent accidents to school children. In order to meet its goals the Unit oversees three programs. They are:

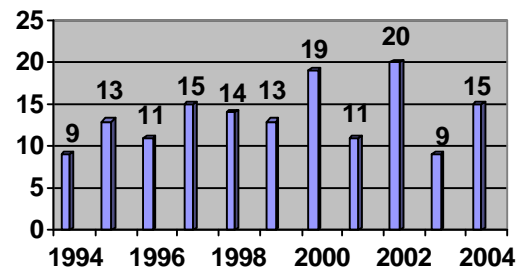
- The Adult Crossing Guards Program
- Safety Education Programs
- Student Safety Patrol

There are currently approximately 200 adult crossing guards serving the students and citizens of San José and surrounding communities. In addition to the placement of adult crossing guards, the School Safety and Education Unit trains students in over 60 schools to assist fellow students to and from school safely each day. Additionally, the program offers pedestrian safety presentations to teach safe methods to cross-controlled and uncontrolled intersections.

The School Safety and Education Unit also provides bicycle safety presentations. These presentations teach children the proper way to ride a bike, explain laws relating to bicycles and the importance of helmet use not only for bikes but also for skate boards, scooters and skates. The Unit also provides presentations to kindergarten through sixth-grade students on stranger danger. "Mikey and Maggie" the bike bot has greatly enhanced these presentations. Presentations are made to all public, parochial and private elementary schools.

*For more information on School Safety and Education programs off off offered by the SJPD call (408) 277-4553.*

## Pedestrian Fatalities



City of San José Reported Fatal Crashes -- Breakdown						
Year	Fatal Crashes	Fatalities	Pedestrian Fatalities	Percentage of all Pedestrian Accidents	Bicycle Fatalities	Percentage of all Bicycle Accidents
1997	34	36	15	4%	1	.2%
1998	29	29	14	4%	4	.9%
1999	37	42	13	3%	2	.5%
2000	37	38	19	5%	1	.3%
2001	34	36	11	3%	4	1.1%
2002	37	37	20	6%	3	.8%
2003	22	24	9	3%	0	---
2004	29	31	15	4%	4	1.1%

# Bicycle and Pedestrian

The Department of Transportation's Bicycle & Pedestrian Program oversees the following program goals: implementing the City's Transportation Bicycle Network; seeking and overseeing pedestrian and bicycle related grants; staffing the City's Bicycle Pedestrian Advisory Committee (BPAC); coordinating projects and planning with other City departments; and working with community and advocacy groups.

Activities of the program included:



- Awarded contracts to update the City's Bicycle Plan and Bicycle Map.
- Conducted eleven monthly meetings of the City's Bicycle Pedestrian Advisory Committee.
- Developed an adult Bicycle Skills course to complete the City's in-school children's program.
- Hosted six Energizer Stations (informational tables) in San José during the annual, statewide Bike to Work Day event.
- Received a Transportation Fund for Clean Air grant to install Bike Lanes on

selected streets in the greater downtown area.

- Implemented over \$500,000 in projects funded by the Transportation Development Act (TDA). This State grant allowed the City to install new sidewalks where none previously existed; continue traffic safety education in San José's public schools; install wheelchair curb ramps and stripe new bike lanes.
- Collaborated with the County of Santa Clara and the City of Cupertino on a successful Safe Routes to School grant application.
- Completed the second year of a program to analyze collisions in San José involving pedestrians or bicyclists. Quarterly and Annual reports from this program are used to develop improvements in bicycle and pedestrian infrastructure.
- Collaborated with the City's Parks, Recreation & Neighborhood Services department on creek trail planning, development and funding.



- Coordinated pedestrian and bicycle planning activities at the County (VTA) and regional (MTC) levels.
- Provided several presentations to local community groups and non-profit agencies.
- Presented papers at one national pedestrian conference and one state pedestrian and bicycle conference. Participated in a statewide pedestrian conference.

The Department of Transportation's Bicycle & Pedestrian Program looks forward to making our community a better place to work and live.

## Crash Rate Remains Low

The Police and Transportation Departments will continue to enhance safety through programs that address locations with high crash rates. The efforts are expected to keep the rate of crashes on arterial and neighborhood streets from increasing.

Based on the crash data for the current fiscal year, the rate of injury and fatality crashes is projected to remain at 4.1 occurrences per 1,000 population. This is a significant improvement from earlier years and achieves the 2005-2009 five-year goal and is well below the 2002 national average of 6.82 occurrences per 1,000 population.

2003 Pedestrian Fatalities and Rates – Ranked by Population

City	Rank by Population	Population	Pedestrian Fatalities	Rate (per 1000 pop)
Los Angeles, CA	2	3,694,820	82	.022%
Phoenix, AZ	6	1,321,045	48	.036%
San Antonio, TX	9	1,144,646	21	.018%
<b>San José</b>	<b>11</b>	<b>918,000</b>	<b>9</b>	<b>.009%</b>
Indianapolis	12	791,926	7	.009%
San Francisco, CA	13	776,733	24	.031%
Columbus, OH	15	711,470	12	.017%

Rate is calculated by dividing the number of fatalities by the population and multiplying by 1000.

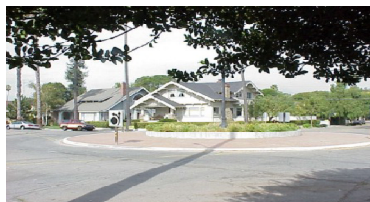


# Traffic Calming and Parking

## Traffic Calming Improvements

Traffic calming efforts are being appreciated by citizens as evidenced in the Customer survey in which 75 percent of citizens rated traffic impacts in their neighborhood as “acceptable” or better, up from 73 percent two years ago and 63 percent in 2000.

Following are some of the highlights of the Traffic Calming Program this past year:



- A Residential Permit Parking zone was created in the neighborhood to the north of Santana Row. Residential permit parking zones help to alleviate the ongoing parking intrusion some neighborhoods experience from destination venues, such as shopping centers.
- Construction was completed on seven comprehensive projects in the following neighborhoods – Eden, Delmas/Hull, Shasta/Hanchett, Loma Linda, Buena Vista, Willow Glen Way, and Burton. To reduce construction costs, five of these projects were built with City crews. The combined savings realized by constructing these projects with City forces was approximately \$450,000.
- Significant progress was made on the design of comprehensive traffic calming plans for eight additional neighborhoods. These plans include measures that are aimed at enhancing pedestrian crossings, slowing traffic and in a few cases, diverting traffic flow.

## Parking Services

The City of San José’s Parking Services Division remains focused on meeting the parking needs of businesses, visitors, employees, neighborhoods and residents. Parking Services is a comprehensive program that

operates and maintains the City’s public off-street parking facilities that include approximately 7,300 parking spaces and the on-street parking resources with approximately 2,100

parking meters.

In coordination with the Redevelopment Agency of the City of San Jose, a comprehensive Parking Management Plan has been developed that outlines an extensive ten-year plan that includes the construction of additional parking facilities to increase parking supply. Additionally, a number of short-term operational programs to promote alternate commute options have been developed to reduce parking demand.

These programs are designed to partly accommodate the anticipated growth in parking demand created by new private and public projects in the Downtown.

As demand for parking expands, it is anticipated that the Parking

Services Division will assist in the programming, funding, and development of new parking facilities to meet demand. Investment in upgrading parking equipment to the latest technologies to increase customer service satisfaction, and performing proactive maintenance to prolong the longevity of the parking facilities are among the goals of the Parking Services Division.

In January 2003, the Fourth Street Garage, which contains 750 public parking spaces opened for operation. This facility supports the Downtown general parking demand, including the new Martin Luther King Library that was developed as a joint project between San José State University and the City of San José. The New Civic Center parking garage is currently being planned and is expected to be operational in summer of 2006. In order to increase on-street parking supply, several on-street locations, including St. John Street and Autumn Street, were identified and existing parallel

parking was converted to diagonal parking. These changes resulted in the creation of a 34 new parking spaces at a minimal cost. Additionally, 127 new metered—

parking spaces were installed in the downtown core.

The parking web site ([www.sjdowntownparking.com](http://www.sjdowntownparking.com)) provides complete information on downtown parking including Free Evening/Weekend Parking and Retail Validation Programs.



# Neighborhood Services

## Traffic Signals

There are approximately 850 signalized intersections in San José. The Department of Transportation (DOT) determines where traffic signals are needed, and operates and maintains them after they are installed.

DOT maintains a priority list of all locations meeting the minimum criteria for a signal. The ranking of each location is determined by the results of the most recent signal study. Based upon the signal priority list and the available budget, Traffic Engineers with the City recommend new signal installations each year to the City Council. Most traffic signals are funded through the City's Capital Improvement Program.

Developers as part of residential or commercial construction projects finance signals in other locations. DOT regularly performs preventive maintenance inspections on traffic signals and signal equipment to ensure that they are functioning properly and efficiently. In addition, crews are available 24/7 to repair any malfunctions of signals that occur.

For more information on the Traffic Signal Maintenance Program or to report a signal problem call (408) 277-4373.

## Traffic Signage and Street Marking

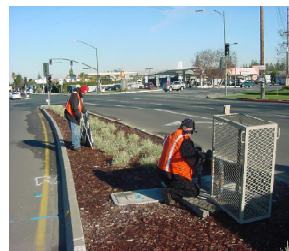
Among the many requests for signs and marking installations, the Department receives numerous requests for the installation of a stop sign. Each request is studied to determine whether or not installing a stop sign is the appropriate safety measure. DOT also performs preventive maintenance on traffic signs and

street markings to improve the conditions and visibility of the devices.

To report a damaged, faded or missing sign or street marking call (408) 277-4691.

## Street Maintenance

The City's Preventive Maintenance Program is the most cost-effective method to extend the life of San José's local streets and roads. With approximately 2,300 miles of streets, it is vital to the residents of San José that our roads are kept looking and riding like new. Preventive Maintenance activities include residential and



arterial street sealing and resurfacing projects. These activities can extend the useful life of San José's streets from 20 to as much as 100 years if regularly maintained.

For more information on the street maintenance program or to report a pavement problem call (408) 277-4373.

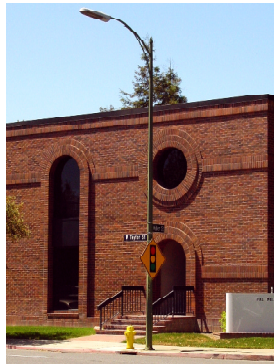
## Potholes

In order to provide residents of San José with timely action on pothole complaints, the City has two committed crews responsible for responding directly to requests for service. Two teams are radio dispatched and carry cell phones so that they are able to provide better and more reliable customer service by communicating directly with the party reporting the pothole. They are also able to relay information to the reporting resident if the crew encounters problems in filling the pothole due to a parked vehicle or other conditions. This interaction provides hands-on service directly to our customers.

Potholes can be reported by calling either (408) 277-4373 or (408) 277-4569.

## Street Sweeping

Street sweeping provides two primary benefits to the City. The more obvious benefit is the collection and removal of paper, leaves, and other visible debris that collect in gutters. In addition to being unsightly, this debris can block the catch basins and other storm water facilities, causing localized flooding during heavy rains. An equally important, but less visible benefit is the removal of metal particles, and other hazardous waste products left by passing vehicles. Although they are virtually invisible, these particles can be extremely harmful to fish and other wildlife, if they reach our creeks, our rivers, and eventually, the bay. Street sweeping is an effective method of removing both the large and small particles that collect on City streets. The City of San José sweeps all of its streets at least once per month. In Fiscal Year 2004-05, 75,000 miles of residential streets will be swept.



## Streetlights

There are approximately 55,000 streetlights throughout San José. They are repaired and maintained to ensure adequate nighttime visibility at street intersections and along streets. DOT crews replace burned out lights as they are reported. When reporting a streetlight that needs maintenance important

information to have prior to contacting the Department of Transportation includes the pole number stenciled on the street side of the pole, the address and the street where the light is located, the nearest cross street, and a phone number where the Department can reach the reporting party for further information, if needed.

Information on burned out streetlights can be provided to the Department by calling (408) 277-5571, by emailing [street.lights@ci.sj.ca.us](mailto:street.lights@ci.sj.ca.us) or by faxing the information to (408) 277-3164.

## Trees and Landscaping

Management and care of the City's street trees is provided by DOT. Whether it is neighborhood tree clearance pruning, 24-hour emergency tree response, removal of dead and unsound trees, planting trees in new subdivisions, advising the public on tree care, and processing permits for planting, trimming, and removal of City trees DOT's maintenance crews are hard at work providing these essential services.

DOT crews are also responsible for the irrigation maintenance, weed and litter removal, application of

herbicides, pruning of trees, shrubs, and ground cover, and water service for the City's 198 acres of street landscapes.

## Weed Abatement

The City of San José's weed abatement program encompasses a proactive approach to maintaining a weed-free environment. The service currently provides maintenance of undeveloped right-of-ways, City-owned lots, and undeveloped parkland.

Weed abatement is provided by City crews and augmented by contracted services. DOT chemically sprays over 10 million square feet of right-of-way and tractor mows 17.1 million square feet.

For more information, please call 277-3627.

## Adopt-A-Street

Another program sponsored by DOT is the Adopt-A-Street Program that provides businesses, organizations, neighborhood associations and individuals the opportunity to become a partner with the City in beautifying and maintaining a street landscape parcel. Assistance is welcomed from volunteers who desire to improve and maintain the landscaping in their community.

For more information, please call (408) 277-3611.



## **City Council**

Ron Gonzales, Mayor

District 1: Linda J. LeZotte

District 2: Forrest Williams

District 3: Cindy Chavez

District 4: Chuck Reed

District 5: Nora Campos

District 6: Ken Yeager

District 7: Vacant

District 8: David D. Cortese

District 9: Judy Chirco

District 10: Nancy Pyle



## **Department of Transportation**

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